





difference between Italy and Zanzibar. The late Sultan, it appears, ceded territory to the Italian Commercial Company, but the cession was subsequently partly revoked. The present Sultan, on succeeding to the throne, wrote to King Humbert, who replied to the correspondence. The Sultan, when in receipt of King Humbert's reply, neglected the customary forms, which action was intolerable. The Consul was compelled to haul down the flag and demand satisfaction. The Consul recommends that the satisfaction desired take the form of the cession of the territory to Italy. He adds that the presence in Zanzibar of representatives of powers friendly to Italy is a greater reason why he should obtain the satisfaction due to her. After Italy shall have been satisfied, she will be able to examine other matters in dispute between the two countries, notably the question in regard to the territory which was ceded by the late Sultan.

At a sitting of the Council General of the Seine-to-day Vallant gave notice that he would introduce a resolution in favor of the organization of the people into a national standing army, with the object of counteracting the efforts of the monarchical coalition.

A duel took place to-day between Paul De-roule and M. Arne, member of the Chamber of Deputies for the Department of the Seine. The weapons used were swords, and M. Arne was wounded.

In the commons to-day W. H. Smith announced that the Government would proceed with the licensing clauses in the Local Government bill.

Balfour, replying to Gladstone, declined to put on the table the evidence on which the convictions for boycotting had been obtained, and said the ends of justice were amply secured through the Superior Court, while the evils of boycotting would be seriously aggravated by giving publicity to the evidence.

A banquet which Parnell was to have given to his followers on Wednesday has been postponed, it having been found impossible to have it on that day.

The Gaelic societies held an exciting meeting at Limerick to-day. The clergy failed in an attempt to oust the extremists and withdrew in a body. William O'Brien, member of Parliament, was re-elected chairman.

June 12th.

The *Times* says: There is no doubt felt that the licensing clauses of the County Government bill will be dropped. Smith seems to have been carried somewhat beyond the bounds of prudence.

**THE BISHOP OF LIMERICK AND THE PLAN OF CAMPAIGN.**

On the 11th June, Dr. Dwyer, the Roman Catholic Bishop of Limerick, who has lately made himself conspicuous in connection with the Pope's interference in Irish politics, delivered a lengthy address to the clergy of his diocese at a synod meeting.

He urged that by the Papal decree the practices of "boy-cotting" and Plan of Campaign, as they exist in Ireland, stand condemned as a violation of the moral law of charity and justice. "This," he added, "is no longer a matter of opinion. It is now the settled and certain law of the Catholic Church, which all the faithful of this diocese are bound to take from me as their Bishop, that these practices are sinful, and it is even more sinful as being against faith to defy or impugn under any pretext the right of the Pope to condemn them."

He further observed: "So far as my authority as Bishop goes I will exercise it to put down boycott as well as open attacks upon the supreme authority in the church. Nothing would give me greater pain than to have to exercise my jurisdiction in this regard, but so deeply and strongly do I feel the paramount importance of maintaining the authority of the Pope in his teaching on the question of morals, that no consideration of personal annoyance to which I may be subjected will prevent me from using all the means in my power for that purpose. It would be better, in my opinion, to run the risk by the strong and determined action of putting a few rebellious Catholics outside of the fold, than to allow a fatal and ruinous principle that is the very foundation of church authority to pass unchallenged and become a precedent."

"But, very reverend fathers, I hope and trust in God that such an issue will not be forced upon us, but, if it is, we will not shrink from it. This decree of the Pope's is final and unalterable and you might as well expect to put back the sun in its course as to undo it; and unless those who are in opposition to it hope to trample on the conscience of the ecclesiastical teachers of Ireland and terrify them into revoking against the Pope, I do not see what they expect to gain by their present agitation. I said it before and I repeat it, that the result for them will be the wreck and ruin of their own political organization, and the putting back of home rule for Ireland perhaps for a generation."

"This is not the place to talk politics, and I don't want to do so further than I think necessary to prevent a misunderstanding of my position at the present crisis. I am a nationalist, I believe, as true and as sound as the best of you. I have never wavered in my belief in one Church, one Pope. I am a land reformer. I detest as earnestly as any man the oppression of heartless landlords, and would go to any length sanctioned by religion to restrain them. I believe there will never be peace in Ireland or prosperity until every farmer is the owner of his own farm, and I am prepared to give every legitimate aid, according to my position, to any political agitation for these ends; but from that agitation must be eliminated whatever is against God's law, and I will not allow anything to bring to the farmers or others. If it puts a gold mine in the heart of every farmer, and abolishes all rent forever, if it is condemned by the church I will not have it, but accept the decision of our own father, Christ's vicar, who is placed by his exalted office above the passions and self-interest that often blind us, and who has no motive in all he does but God's honor and our salvation. Cut off what he condemns and there is no Bishop in Ireland who will throw himself with more heart or determination into this movement than I."

**PEKING NOTES.**

Rumours have been current during the week of some outbreak in Corea; so far, we are glad to say, without foundation. All we can say about Corea at present is that, thanks to the busy-bodies there, the lighted fuse has been brought into dangerous proximity to the powder magazine.

The lotus flowers are beginning to bud; the Imperial lake spanned by the marble bridge would be a splendid sight at present, full as it is with lotus-plants. Unfortunately, only the favoured (?) individuals within the palace precincts can profit by it. The natives, carter, and others are grumbling *sotto voce* about the encroachment on the public thoroughfares, but their utterances of course never reach the Imperial ear, even if they could make their way to the officials, which they are afraid to do. Time is not yet when the *vox populi* has to be listened to in China.

There is considerable mortality among the Pekingers just now, incidental to the hot weather, which has been unusually intense, this sum-

mer. The people eat pretty freely of green and watery vegetables, also of rice, which is cheap and perhaps very pure. The health of the poorer people is of course not so good, and the happy hunting ground of many predatory creatures, and it is no wonder that men should prefer to sleep under the stars. Many are half and many wholly naked, and in the early part of the night no doubt the freshness of the air is delicious and soporific, but as the ground cools down by radiation, there is a chilly hour or so before sunrise which is dangerous to the unprotected body at its period of lowered vitality. Sleeping in the open air is of course common enough in the tropics, but surely none but the Chinese are so indifferent to covering. Indians and Malays usually have some rag of a blanket which they gather round their most susceptible regions.

The weather is too hot and oppressive at present to give any sort of news from the capital. With a temperature of 104 deg. Fahr. in the shade, all one can do is to remain quiet and think about the prospective pleasures of the skating season. If the rain keeps off much longer, it will be disastrous to the crops as well as to the nerves of the residents in Peking. A Chinaman was killed by a sunstroke the other day in the Legation street; as usual in China the body was kept lying under a mat for several days near the police station, in order to hold an inquest on the spot. The foreign representative would do well to urge on the Chinese Government to depart from this rule at least in the vicinity of the Legation. If the foreign settlement had been made somewhere outside the city, we should have seen many more such cases. Could not some enterprising merchant or capitalist buy some ground in the Western Hills and build a sanatorium there? It would be quite a paying speculation. There are many old temples which might be purchased for a comparatively small sum. The roads to the hills are usually in fair condition, and in the rainy season boats could be employed in the city as well as outside in places where there is over three feet of water. *Chinese Times.*

**AMOI.**  
(FROM OUR CORRESPONDENT.)

AMOI, 6th July, 1888.

On Wednesday afternoon a serious clan fight took place at Tung Wa over a disputed piece of land. After the usual preliminaries the fray assumed the proportions of a pitched battle, firearms being freely used on both sides. When the authorities at length succeeded in quelling the disturbance, it was found that seven had been killed and a considerable number seriously wounded.

The Douglas Co's steamer *Latipho* is busily loading the *Fulda's* cargo for your port, as the repairs to the latter vessel will take longer than was at first anticipated.

The Chinese (Shanghai) Squadron of six frigates left here yesterday for Foochow. From the Hongkong papers I observe that this port has been declared infected with cholera. Why this should be so nobody here appears to have any idea. Since the *Cheong Yee Tong* left, no cases of cholera have been reported, except the ordinary summer complaints caused by eating unripe fruit, and even of these there have been fewer this year than customary. As regards the cases on board the *Cheong Yee Tong*, that vessel brought the disease to Amoy from Saigon. I hear, however, that there is a little cholera at Chung Chow, about thirty miles inland.

The Tamsui steamers are bringing full cargoes of tea at remunerative rates.

It is proposed to start a gymnasium at this port. Such an institution would undoubtedly prove a great boon to the community.

**SEOUL.**  
(FROM OUR OWN CORRESPONDENT.)

For some time past kidnappers seem to have been at work in and about Seoul, and the authorities failing to apprehend the thieves, the people accused the foreign residents of stealing or buying and selling the missing babies. On several occasions Koreans walking with their own children in the streets, have been accused of trying to get away with stolen children and have been brutally murdered in broad daylight by the enraged mob. On Monday last things looked so very ugly, and an anti-foreign rising seemed so certain, that reinforcements of armed marines and sailors from the men-of-war in Chemulpo harbour were sent up to the Russian, American, Japanese and French Legations. About sixty men altogether marched up; this number was multiplied by the Koreans to five hundred, the mob had a wholesome fear of so large a number of armed foreigners. Since then, however, although the city was placarded over with proclamations, half of the shops have been shut and in some places the native servants gave notice to quit—the excitement has worn off and one of the armed foreign detachments has again left for Chemulpo. Foreigners are still not shewing themselves much in the streets.

Incendiaries have again been at work near the Legations, this time burning nine Chinese shops. This is the third time fire has broken out on this very spot since the beginning of 1887, the last fire being in January this year when three Chinese shopmen were burned to death.

The Superintendent of the Royal Farm, Mr. J. Jaffray, died on the 21st ult., at 1 a.m. from what is believed to have been poisoning through the eating of canned oysters.

Mr. O. N. Denny left by the last *Swart Staru* for China. *N. C. Daily News.*

**TIENTSIN.**

30th June, 1888.

It is reported that Mr. von Mollendorff will soon return from Seoul, to resume his former duties as interpreter in the Military School on the north bank of the Yello.

The Emperor of China's marriage has been settled to take place during the first moon of next year, February 1889. All the Yamen concerned have been directed to prepare accordingly.

A little rain has fallen, but the crops are much parched for want of a steady downpour. The streams in the country, away from the rivers, are dry, and the farmers are anxious for their crops. A few days ago the family physician of the Seventh Prince (Chun) visited him, and found his illustrious patient strong and well, in fact that very soon he will be able to resume official duties.

As might have been expected, the two rival Taku Tug and Lighter Companies, new and old, are now engaged in eager competition, which we regret, as much ill will will arise and much money will be lost by both sides needlessly. The rate of lighterage from Taku Bar to Tientsin has been, by notice, reduced to three cents (Mexican) per picul.

The quadruple expansion engines, Brock's system, made by Denny of Dumbarton, fitted recently in the *Pungtung*, continue to work admirably well. The vessel carries more cargo than before, steams from 4 to 5 knots per hour faster, and burns 20 to 25 per cent. less coal than formerly. The vessel now steams 12 knots loaded regularly, and the engines and boilers give no trouble.

Various rumors have been floating about since the late war. No doubt there has been a revival of old ideas, whether of one or, as some say, of four camps is uncertain. If the authorities act promptly the movement, which is in no sense political, may be quickly and thoroughly suppressed, but to deal with such rising in a weak and temporising spirit will prove to be a mistake. Chang Yao is a rigorous man, and if he is supported, may be trusted to destroy the revolution, but some of his colleagues are of weaker nature.

The strawboard dealer is bringing in their country stocks, mostly of last winter and spring's manufacture. Very few of the parcels are honest throughout, and in nine cases out of ten the braid is irregular in quality and more or less fraudulent. In many instances the fraud of putting rubbish under a fine exterior is excessive. The Tientsin stock will probably soon amount to 40,000 bales, and at Chefoo the stocks are excessively large also. We hear that native dealers and others who had advanced the 8 braid on mortgage had been anxious to sell at 10 to 15 to 25, as in most cases the borrowers, finding that they were called upon to make good a deficit, have gone home, leaving the lenders in the lurch. But it happens sometimes that the braid on which Tis. 8 has been advanced is not worth Tis. 1, in fact is worthless. Foreign buyers will do well to redouble their precautions, as every endeavour will be made by the dealers to sell the rubbishy cargo that is here in stock. It will be most troublesome business to select cargo, as every bundle now needs examination, and, of course, foreigners should charge well for their extra labour by lowering market prices accordingly. Wool comes still as much mixed with sand and dirt as before. The foreign traders here are much to blame for allowing the nefarious cheapness to go on unchecked. The repute and trade of the port suffer much in consequence of the fact that foreigners are not creditable to the judgment or commercial morality of the community.

A collision case, in which the owner of a rice junk, *Ping Yu Jiao*, brought an action against Capt. W. H. Mann of the steamer *Wenhoo* for loss sustained by the sinking of a junk, at the mouth of the Peiho, by the steamer of which the defendant is master, was heard before H.B.M.'s Consul, Mr. T. L. Bullock, on Friday, the 22nd June. Judgment was given on Saturday, and was to the following effect:

**FINDING OF THE COURT.**

1. The junk was at anchor near the South Bank but not on it.
2. The tug having thrown the heaving line to the junk passed along and put the tug to rights.
3. The wind and tide must have set the *Wenhoo* nearer the South Bank than the Pilot allowed.
4. The *Wenhoo* was being navigated with undue speed.
5. The Captain starboarded to pass ahead of the junk, but being too close had not time to clear it.
6. According to the *Wenhoo's* theory the junk was under tow and crashing quickly; even if this be accepted, the steamer should have kept a port helm, according to the rule of the road, to go under the junk.

The *Wenhoo* is found to blame for the collision, and judgment is given for amount of loss caused to himself thereby. The amount of loss will be made the subject of a reference according to the agreement of the parties in Court. The costs follow the judgment.

(Signed) T. L. BULLOCK, Consul.

Assessed (Signed) A. J. M. SMITH, R. TRANNACK, E. M. TOWNSEND, Assessors.

Master Br barque *George*.

PENG YU LIN & J. WATTS.

We find that the junk has no claim against Captain Watts for the collision. The costs follow the judgment.

(Signed) T. L. BULLOCK, Consul.

We understand the owners of the *Wenhoo* have appealed against the judgment of the Supreme Court of Shanghai. *Chinese Times.*

**Today's Advertisements.**

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain D'A. de St. Croix, will be despatched as above, on SATURDAY, 14th inst., at 3 P.M.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE-MATHESON & Co., General Managers.

Hongkong, 9th July, 1888. [686]

**PACIFIC MAIL STEAMSHIP COMPANY.**

**NOTICE.**

CONSIGNEES of Cargo per Steamship "CITY OF SYDNEY"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk, and expense.

CHS. D. HARMAN, Agent.

Hongkong, 9th July, 1888.

**UNION LINE.**

**NOTICE TO CONSIGNEES.**

FROM ANTWERP, HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"CAMBODIA,"

Captain Willgoose, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at KOWLOON and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before 2 P.M. TO-DAY, the 9th inst.

All claims against the Steamer must be presented to the Under-signed on or before the 16th instant or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, 9th July, 1888. [667]

**Today's Advertisements.**  
ANNOUNCEMENT EXTRAORDINARY.  
CLOSED, CLOSED, CLOSED.  
**WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.**

ARRIVED, ARRIVED, ARRIVED.  
By the O. S. S. Company's steamer *Adriatic* to-day, the 9th, the New Members of the Company, including Ladies and Gentlemen holding the premier rank in the Circus profession.

**WEDNESDAY,** the 11th July.

GRAND RE-OPENING NIGHT.  
A Complete Change of Programme will be presented, including:  
NEW BAREBACKED ACTS,  
JUGGLING ON HORSEBACK, TRAPEZE ACTS INCLUDING THE SENSATIONAL GIANT SLIDE,  
NEW JAPANESE ACTS,  
NEW NEGRO ECCENTRICITIES,  
NEW PANTOMIMES, &c.

REMEMBER WE ADVERTISE NOTHING WHICH WE DO NOT PERFORM.

N.B.—Notwithstanding the expense this Company has been engaged at, the Prices of Admission, to be within the reach of all, shall remain as before, namely:—  
Private Boxes of Six Chairs.....\$12.00  
Single Chairs in Boxes.....2.00  
Dress Circle (Chairs).....1.50  
Stalls (Carpeted Seats).....50  
Pit.....25

Children under 12 years of age and Naval and Military in Uniform Half-price to all parts except in Pit.

N.B.—No Europeans will be admitted to the Pit.

Boxes and Seats can be reserved at Messrs. KELLY & WALSH'S, LD.

ROBT. LOVE, General Agent.

Hongkong, 9th July, 1888. [688]

**FOR BANGKOK.**

"DEUTEROS,"

Captain Iwersen, will be despatched as above on FRIDAY, the 13th inst., at 4 P.M.

For Freight or Passage, apply to AH YON & Co.

Hongkong, 9th July, 1888. [685]

**PERSEVERANCE LODGE OF HONGKONG,** No. 1165.

A REGULAR MEETING of the above Lodge will be held in FREEMASONS' HALL, Zealand Street, on SATURDAY, the 14th instant, at 8.30 for 9 P.M. precisely.

Hongkong, 9th July, 1888. [689]

**PERSEVERANCE LODGE OF HONGKONG,** No. 1165.

A REGULAR MEETING of the above Lodge will be held in FREEMASONS' HALL, Zealand Street, on FRIDAY, the 13th instant, at 8.30 for 9 P.M. precisely.

Hongkong, 9th July, 1888. [690]

**Masonic.**

**ST. JOHN LODGE OF HONGKONG,** No. 618, S.C.

A REGULAR MEETING of the above Lodge will be held in FREEMASONS' HALL, Zealand Street, on FRIDAY, the 13th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 6th July, 1888. [679]

**Intimations.**

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order, ISAAC HUGHES, Secretary.

Hongkong, 20th April, 1888. [428]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES, Secretary.

Hongkong, 7th November, 1887. [23]

THE "FOUR CROWNS" RESTAURANT AND READING ROOM,

No. 14, COCHRANE STREET.

MEALS at all hours at moderate charges. Coffee, Tea, Cocoa, and Aerated Waters. Musical Entertainment.

ADOLF STERN, Proprietor.

Hongkong, 10th June, 1888. [619]

**IMPAIRED VISION.**

MR. LAWRENCE, of the Firm of LAWRENCE and MAYO, OPHTHALMIC OPTICIANS, of London, Calcutta, and Bombay, may be expected in Hongkong shortly.

Due notice of Mr. LAWRENCE'S arrival will be given.

Singapore, 6th June, 1888. [600]

**Government Notification.**  
WANTED a 2ND BOARDING OFFICER for the HARBOUR DEPARTMENT. Salary \$1,380 per Annum and Quarters. Knowledge of Seamanship required. Applications, with testimonials, to be sent to the Harbour Master before TO-MORROW, the 10th instant, at NOON.

FREDERICK STEWART, Colonial Secretary.

Hongkong, 3rd July, 1888. [674]

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

**WEEK DAYS.**  
The CARS RUN as follows, between ST. JOHN'S PLACE and VICTORIA GAP:—  
8 to 10 A.M. every quarter of an hour.  
12 to 2 P.M. " " half hour.  
4 to 8 " " quarter of an hour.

**SUNDAYS,**  
Past 12 to 1 past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the CARS. Gentlemen are requested NOT TO SMOKE in the Middle Compartment.

Tickets, for 30 trips up and 30 trips down, First-class, at \$12.00; and Tickets for six trips up and six trips down, at \$2.50; Five-Cent Coupons and Reduced Tickets may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, 14th June, 1888. [539]

PENINSULAR AND ORIENTAL STEAMSHIP COMPANY.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES

FROM JAPAN AND CHINA.

ON the 19th May at NOON, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between Hongkong and London via Marseilles.

This improved service will abolish all Transshipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of Cargo, and for Passenger accommodation and cuisine.

The attention of Passengers is specially called to the greatly improved second-saloon accommodation and attendance.

E. L. WOODIN, Superintendent.

Hongkong, 8th May, 1888. [488]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

13, PRAYA CENTRAL, HONGKONG.

LIST of Subscribers to the TELEPHONE EXCHANGE.

1. "Hongkong Telegraph" Office.  
2. Manson, Dr. P., M.D.  
3. Cantile, Dr. J.  
4. Harigan, Dr. Wm.  
5. Vernon, J. V. V.  
6. Cantile, Dr. J.  
7. Poesnecker, L.  
8. Arnold, Karberg & Co.  
9. Hongkong and Shanghai Bank.  
10. Chater and Vernon.  
11. Judd, Wm., (Woodlands).  
12. "Daily Press."  
13. Russell & Co.  
14. E. A. and China Telegraph Co., Ltd.  
15. Great Northern Telegraph Co.  
16. Central Police Station.  
17. Watson, A. S. & Co., Ltd.  
18. Douglas Laprak & Co.  
19. Butterfield and Swire.  
20. P. & O. Steam Navigation Co.  
21. Hongkong and Whampoa Dock Co., Ltd.  
22. Cruickshank, Wm., Pedder's Street.  
23. "China Mail."  
24. Jordan, Dr. G. P.  
25. Hongkong and China Gas Co., Ltd.  
26. Aberdeen Dock.  
27. Alice Memorial Hospital.  
28. Holliday, Wm. & Co.  
29. McEwen, A. P.  
30. Peak Hotel.  
31. Kau Lung Tai, merchant, Jervois Street.  
32. Gibb, Livingston & Co.  
33. The Hongkong Hotel, Public Telephone.  
34. Shing Kee, Merchant, Mercer Street.  
35. Victoria Dispensary.  
36. Cruickshank, Wm.  
37. Lai Chee, Merchant, Manham Street.  
38. Ah Yon & Co., 30, Praya Central.  
39. Just, H.  
40. Linstead & Davis.  
41. Foster, F. T. P.  
42. The Borneo Co., Ltd.  
43. Adamson, Bell & Co.  
44. Dodwell, F.  
45. Jordan, Dr. G. P., Pedder's Street.  
46. Government House.  
47. Hughes & Ezra.  
48. Bellios & Co.  
49. Bellios, E. R., Caine Road.  
50. Carlowitz & Co.  
51. The Imports and Exports Office.  
52. Morris & Kay.  
53. Subscription to Exchange \$50 per Annum.

HAROLD DOWSON, Agent, Hongkong.

Hongkong, 11th June, 1888. [850]

**NOTICE.**

THE "PEIHO TUG AND LIGHTER COMPANY" are now prepared to Lighten Ships and Steamers at the "TAU BAN" PIER. Cents per picul will be charged for dead weight, measurement Cargo in proportion.

The Undersigned will also contract for the towing of sailing vessels, from Sea to Tientsin, thence to Sea, and all work will be done under his personal supervision.

